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Summer 1981
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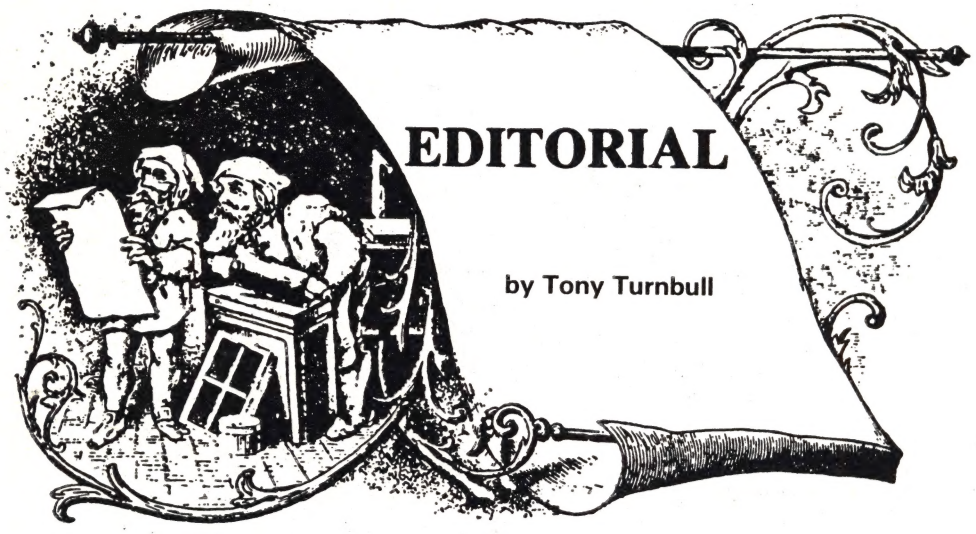

EDITORIAL

by Tony Turnbull

It's not often that a person such as I have the opportunity of interviewing a prospective World Champion, and the first woman firefighter in the same space of a couple of months. So when the chance came I jumped at it. I hope you, the readers enjoy the enclosed articles.

The magazine this summer contains a varied and I hope interesting format. We need copy for future mags and I appreciate all articles received, unfortunately there is just so much room so if your story has not been included then for goodness sake don't give up. Everything is typed up and argued about by myself and Dave the Secretary. If you have any stuff that you think our readers would like, then send it to us. If you feel that perhaps somebody at Editorial level would take the micky out of something received, forget it. All I ask is that you keep your news, or short story under a thousand words. It doesn't have to be typed so long as we can read it. Cartoons are Wanted. Crosswords and puzzles. (Please don't pinch anything from another magazine). Come on gents, get at it . . . please.

This year is going to be the start of change within the Fire Brigades around Britain, there already has been slight changes so far in our own, some we might be pleased about and others we are not. One thing is for sure, things might never be the same again. You submit your views and we will publish. I will give you an example; cast your mind back to the George Norris and Dave Griffin article. Those lads came back from the U.S.A. singing the praises of the "Hurst Tool" and now they are to be placed on the Rescue Vehicles. Perhaps it was already in the pipeline who knows?

I am not a clairvoyant, but there are changes coming; the Brigade may be decimated—perhaps not; who can tell? Better than just sitting back and letting it happen, write to us and we can publish your fears and hopes for the future.

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Clive Potlington, Tollesbury

Many firemen have interesting hobbies, but few have attained World Class ratings in the world of sport! Those that do are usually young and agile. It came as a complete surprise to me to be asked to interview super fit Clive Potlington, a retained fireman at Tollesbury. During the day he is an instructor at the Fire Service Training School based at Stansted, with the rank of A.D.O. Before I describe the sport he undertakes at weekends, it would be better to describe the man. He is relatively short, grey hair, piercing blue eyes and a Whippet like frame! He's 47, but his appearance is more for throwing darts or for a frame of snooker than to pursue the sport where he is ranked tenth in the world. The sport he follows so actively is, would you believe, motorcycle sidecar racing. I think it must be the most dangerous sport ever designed by man—a pitting of wits against the elements and machinery. Not to mention the odd fatal crash. At 160 miles an hour plus, there is not much room for a mistake. His position of passenger in the sidecar demands as much skill as the driver of the machine. His judgement on corners and road conditions must be equal to that of his companion.

When you get near to the top of the tree in sport, sponsors are easily found. Joe Henderson is the main team sponsor, a meat buyer who is in love with motorcycling. 'B.P.' supply the leathers and 'Centurion' supply the helmets. This all helps to cut the cost of the sport, but it's still expensive. For instance this year's venues cover 10 countries.

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Out of the last four Sidecar T.T.'s in the Isle of Man, the team have won three and come second in the remainder. Only racing in world class events. In the World Championship rounds last year, the team only entered four and were tenth overall. Travelling all over Europe to compete in each country's round, is both costly and demanding in time off from work, fortunately he has a sympathetic guvnor and is able to get time off to compete.

Using a 750 c.c. Yamaha in England, and in the World Championships up to 500 c.c., it's basically the same machine except that they put different pistons and barrels on the engine. The T.T. is the toughest race to compete in, it's a 113 mile race—3 laps at 37¾ miles. The average speed for the course was 102 m.p.h. That's doing well over 150 m.p.h. in the safer places of the track.

Experience is the thing that counts, and Clive has been on the platform in road racing since 1962, previously competing in grass track events as a sidecar passenger and in trials and scrambles as a solo rider.

Being the oldest sidecar passenger covering the world circuits makes him something of a celebrity. Most other passengers retire some ten years earlier. But it's not easy! Where as once upon a time it was possible to ride without any form of training, now it's harder. Pavement pounding, skipping and sprinting to get fit and to keep fit. Experience counts for a lot. This year alone he was offered rides from different drivers. But loyalty to his present driver, Trevor Ireson from Swindon, must obviously remain. Coming so near to being World Champion must be the aim. Confidence in each other is half the battle.

The worst accident that he has survived was in 1972 when he rode in another team. A brake pipe came loose and fell unnoticed on to the hot manifold of the engine and burned it through. The driver only finding out when applying the brakes to negotiate a corner, which unfortunately he didn't and this resulted in a broken leg.

The start of a race is all important. It's a dead engine start with electronic ignition, the driver only has to breath on the clutch and the motorcycle starts. Many less experienced passengers have been left at the start, with the machine disappearing in the distance, fortunately it's never happened to him. From then on the first bend is the first major obstacle, first one there has a psychological advantage. If he gets his nose in front then the others will have to play a waiting game until they can get into position to pass. That's where experience stands him in good stead. "I know my driver's every reaction to almost every situation." he said, "For instance, he will try to get past a couple of times and usually fail. In that time, he tries out the reaction of the leading riders. From those two passes he has a good idea how the other driver is going to react to a certain situation. After that it's a case of waiting for the right time and of course the right place."

The clutch on the bike is only used on rare occasions. It has a 'kill" button on the handlebar that in fact stops the engine when you need to change gear. It's quicker by perhaps a hundredth of a second but it wins races, besides, a clutch wouldn't last the race. You have special tyres for each road condition that cost around £80 each and you wear out one a race so unless you have a sponsor, it's not a poor man's sport.

I asked Clive if he had any advice to give up and coming youngsters, and he replied that in the first instance he would give them all the encouragement that he could and second the goldon rule is that when the machine is moving along at over 100 miles an hour, the hand holds are vibrating about, so that before you change a position you MUST have a firm hand hold with one hand. He starts the circuits for the World Championship this year, ten tough rounds. For the first time he is able to compete in every single one. With his partner there is a better than average chance of them bringing to Britain the coveted title of "World Champion." Good luck Clive from all of us in the Essex County Fire Brigade.

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First Lady of Essex County Fire Brigade, or the shape of things to come

Janine Clarke aged 24, cherub faced with tight golden curls, became the first woman Retained Firefighter that Essex **ever** had. Before somebody writes to me and mentions the watchroom attendant that used to be on the payroll at Station 75, Jan is an actual firefighter, she rides to fires, runs out the hosereel and in time will don B.A. and perhaps even drive.

She has carried down our standard ladders and the weight of the person was over eleven stone. Alright it wasn't the best carrydown ever seen but she had the guts to do it and that is what matters in this day and age. She enrolled in November 1980 and is stationed at Station 19 Hawkwell on full rate. After being a State Registered Nurse at Southend Hospital she took her place in the family business at the local cafe in Hockley. This freed her to be able to respond to calls in the immediate area.

She attended the Brigade Training School at Witham and though she found the technical side reasonably easy, she soon realised that maybe she wasn't quite as fit as some of the other members of her squad, (all men). Yet she managed to be placed second overall in the squad marks. She believes that there are many housewives who could quite easily cope with the job of being a firewoman. She comes from a long line of firefighters in the Essex County Fire Brigade. Over the years her grandfather served right down to her uncle, Fireman English, who also serves at the same station she attends.

Obviously a controversial subject. Obviously the time may come when the right sort of woman can apply to join the full-time crew members. Before everyone starts sending out invitations to their girl friends to join, I believe that there are insurmountable problems that could never quite be overcome at full-time station level. I can think of quite a lot of firemen who would suddenly have to change jobs if their wives knew that there were members of the female sex on their particular watches.

Jan is doing a very necessary job, she's doing a job that she's proud of and happy to be in. There is room for more like her in the ranks of the retained. But full-time, I have my doubts.

Ed.

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He's shaking all over —again!

Alfie Smith's Golf presentation didn't go off as planned.

It seems for the following reasons he was unable to let go of the Chief's hand. No, not instant glue but a camera fault. A presentation, that should have taken about a minute, dragged on for almost twenty. It all began like this.

First, the Chief arrived at a golf meeting. Being a busy man these days, he interrupted the meeting to present the famous golfer, Alfie Smith of Loughton, with his trophy.

An outstretched palm offered to Alfie by the Chief was shaken gladly with camera poised. There was an ominous click. Nothing happened. With the speed of a three toed sloth, the camera was dissected and re-assembled, C.F.O. and Alfie still holding hands. Another click and C.F.O., who was now slightly red under the collar, disappeared. Brigade photographer disappears and then re-appears minutes later with another camera. Now there's no Chief. A search and finally he's found and everything returns to another presentation. Another bout of shaking hands and smiles. Alfie was heard to say, as the meeting broke up "'Guvnor, we really must stop holding hands like this.''. . . . . .

Memories are made of this

It has not happened now for quite a few years, you would be on duty, just another ordinary day, polishing brass round the pump or at drill, etc., when someone coming from the direction of the watchroom would say "Oh not again already. The P.E. Competition drill is due."

We always greeted the news with that sort of enthusiasm, but as the date got nearer we would almost be keen.

In the period I am remembering we had won the 'B' Division Final on several occasions and after each one we would have to train harder for the Brigade Final. This training and the run off was a contest in itself, to see who could end up with the most injuries. Wounds would range between:

1. Grazed knees and hands from concrete diving to place a wheel chock.

2. Injured finger from trying to remove a ring with the aid of a ladder round your mates boot whilst descending.

3. Skinned palms of hands from lowering line caused by the dummy doing mach 1 down the face of the tower, and

4. (Happily only happened to one man with no serious after effects), bruised back and shock to rest of crew caused by removing hands and feet at the same time from top of escape ladder.

Number four became our fastest descender and crowned champion of injuries for nobody wanted to beat that.

Our Station Officer at that time, without too much detail, was an Arthur Mullard type and his big ambition was for us to win the final so that he could have the cup in his office and get one over on another particular station's Station Officer.

Eventually the day would come for the final at Dagenham. We would be in the P.E., the Station Officer, *all smiles*, I underline that because normally he used to growl a lot of the time and managed to single at least one of us out once a month for special treatment. His wife, because for some reason she thought it would help us win, would give us each a barley sugar sweet and a wave, and off we would go.

When we were on the line for the start, the Station Officer would leave us still smiling with these words, "Now my sons, off you go and remember, heads down tails up, kick and bite and get in there!"

In the finals we were in, the drills ranged from complete cock ups to, on one occasion believe it or not, a clean drill, but we never won a final. On the trip back to the station the Station Officer, minus the smile, would say very little and you knew that if you were the one who did most to mess up the drill it was your turn that month to receive the treatment. The only consolation was that you had 12 months to forget it, well not quite because somewhere in between, you had the pump competition drill.

D. L. CLARET No. 24 Station, Hadleigh

Many old 'uns still talk about the days of pump and pump escape competition drills, the fierce rivalry, the tricks and skullduggery employed to knock a tenth of a second off the time, but most of all the "Esprit De Corps." I doubt if the competitions will enjoy a revival, mainly because of the doubts that these Baco Foil ladders can take the punishment.

Editor . . .

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The Irish Dog Carrier

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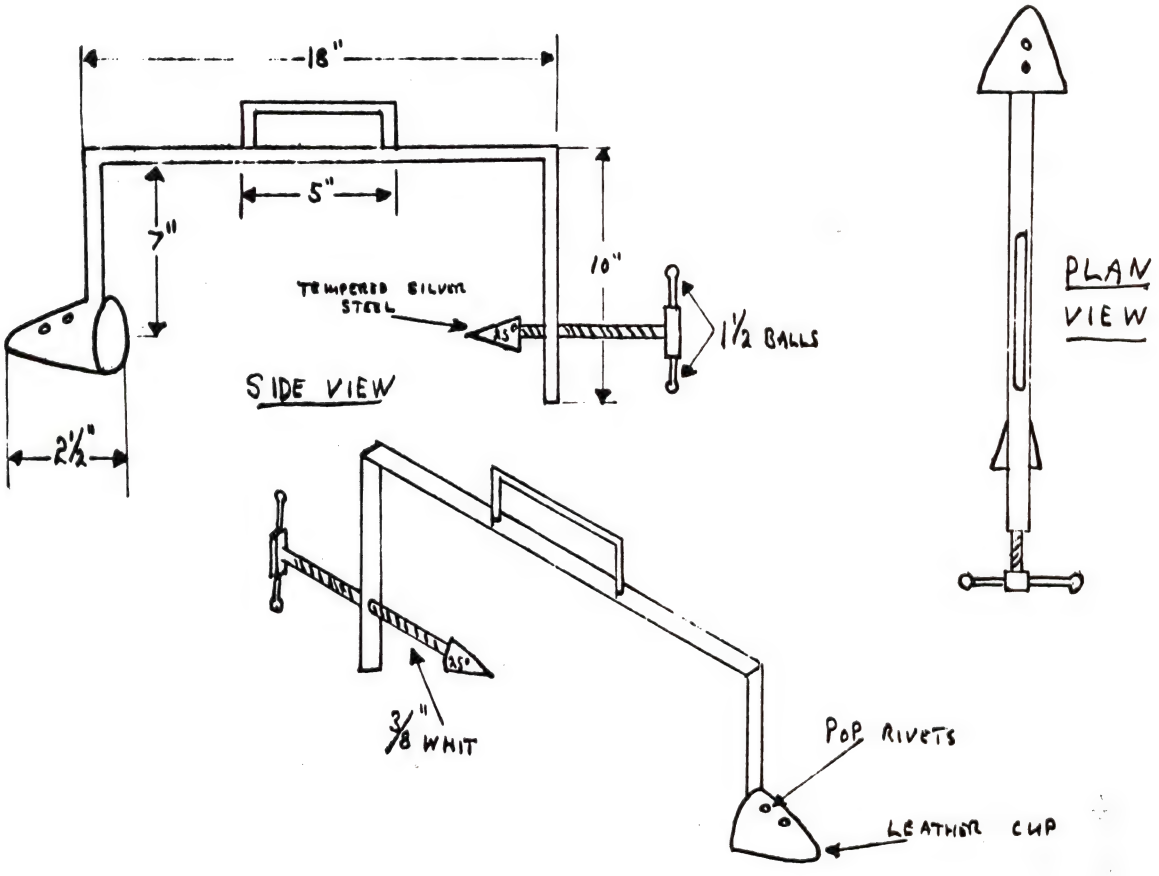
To all K9 lovers of the Brigade.

You all know how tiresome it can be taking the dog across the town on a busy day, what with all those lamp posts and shop doorways it can take simply hours to cover a short distance.

There is also the added complication when you have to take the dog into a store.

To help eliminate your problems and make life simpler, the diagram below shows the latest design of dog carrier to reach these shores from the emerald isle.

Full instruction on how to use the carrier are shown on page 35 of this magazine.



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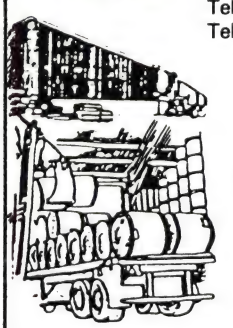

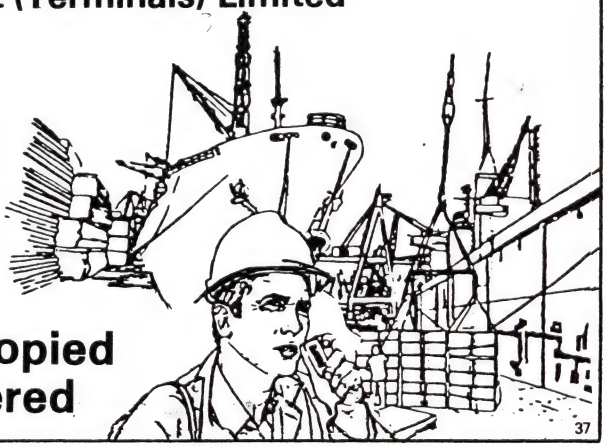

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"Firemarks"

Treasure Trove of the Early Fire Brigades

"Firemarks," there is a chance that you may never have heard of them or am I underestimating your knowledge.

Perhaps I should warn you that you read this article at your own risk, for even if you have only the slightest interest in the history of fire brigades, you may subject yourself to the serious danger of becoming addicted to a hobby where the temptation to spend all your spare time and hard-earned money searching far and wide for these valuable treasures of the early fire brigades known as "Firemarks" may well prove irresistable.

What is a firemark you may well ask, then perhaps I should try to explain. In the late 17th, 18th and early 19th centuries it was vital that the fire insurance companies' firemen should be able to identify immediately a property their company had insured and provided fire brigade protection. To achieve this it quickly became the practice for each insurance company to adopt a distinctive company emblem for its own particularly use which was fixed conspicuously to the facade of the insured building, usually between the ground and first floors. These metal emblems, because they **marked** or identified the property, became known as "Firemarks." Many of the firemarks were very artistically executed, some by well known artists of the period, and each different company's firemark varied in design and size. To publicise the insurance company they represented, firemarks were always brightly painted and many companies adopted as their emblem the city or county arms or crest where their offices were situated, e.g. London, Edinburgh, Worcester, Bristol and Norwich. There were over 500 different types of British firemarks produced over a period of two centuries. The earlier ones were moulded from lead and the actual number of the insurance policy covering the property insured was clearly stamped by hand on a horizontal panel at the bottom of the mark. (See illustration). Lead firemarks can still be seen on existing buildings today, particularly

in the older cities, towns and villages, although their numbers have declined over the years, which has been mainly due to redevelopment, and the ardent pursuit by collectors. The later firemarks (sometimes referred to as plaques) were extremely attractive and stamped from a variety of metals. They too can be seen today on many buildings throughout the country. For instance, the 'Birmingham Fire Office,' established in 1804, had a particularly splendid firemark which depicts a fireman elegantly dressed in period uniform standing in front of an early manual horsedrawn pump with the word "Birmingham" stamped on a band below, and many fine examples can still be seen today on old buildings in and around Birmingham. (See illustration).

The origins and history of firemarks and insurance fire brigades briefly could be said to have started during the reign of Charles II following the disastrous property losses resulting from the Great Fire of London, which brought about the first provision in this country for the insurance of property against loss by fire and by the end of the 17th century there were already in existence three companies offering fire insurance in London, known as "The Fire Office," "Friendly Society" and the "Hand-in-Hand."

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The first man to devise a practical scheme to provide financial protection to people whose property was damaged by fire was Dr. Nicolas Barbon, a son of the famous Praise God Barebones of the Cromwellian Parliament. Barbon, one of the ablest and most ruthless men of his time, commenced his career as a physician, but his greater interest in commercial life led him into business as a speculative builder, and he became one of the principal rebuilders of London after the ravages of the Great Fire. It is believed that Dr. Barbon opened the first fire office for insuring houses and other properties against the risk of fire as his own personal business in 1667. He later joined a partnership in 1680 and formed "The Fire Office" which with a direct pecuniary interest in the protection of property against loss by fire established the first insurance fire brigade. Prior to the Great Fire the only form of protection provided in the city was a requirement that the Churchwarden of each Parish in London made provision for some form of fire-fighting equipment to be kept in the Parish Church which history now records as never being effectively enforced and the equipment, if provided, was useless to cope with a major fire.

The firemen employed by the early insurance brigades were mainly recruited from watermen, bargees and lightermen, who worked the Thames. These men, tough and used to arduous conditions, proved to be ideal recruits for the disciplines of a professional fire brigade. They were fitted out with magnificent colourful uniforms which included top hats and some had swords, reputedly used to keep back the mobs they encountered. Relationships between the different companies varied. The legend is that all the companies engines dashed off to a fire but only the engine of the company which had insured the burning building would try to extinguish the fire. The other waited to see if any buildings under their protection were endangered by the fire and often while watching their rival companies' efforts to quell a fire they would throw insulting remarks about their performance; sometimes even interfered with their equipment and on occasions went as far as to rob them of their meagre water supplies by setting in their own pumps and then soaked their rivals by playing jets over them. Such provocative behaviour inevitably led to bloody infighting between the firemen; consequently, the fireground often looked more like the aftermath of a military battle than a serious attempt to extinguish a fire. This deplorable state of affairs was quickly brought to an abrupt stop when the companies imposed strict discipline and heavy fines for such behaviour. As an example one company's fines were as follows:—

1. Any fireman throwing water or firebrands over another or challenging a fight; two shillings and sixpence for each offence.
2. Any fireman fighting another; five shillings
3. Any fireman cursing or swearing at another; three-pence per oath.

History also records that they were notorious in their early days for their ribaldry and what they called the women of Woolwich on a number of occasions, which so enraged their menfolk, is perhaps best left to the imagination. (That's the legend.)

Many significant advancements in fire-fighting equipment were made in the early days of the insurance fire brigades, in particular the

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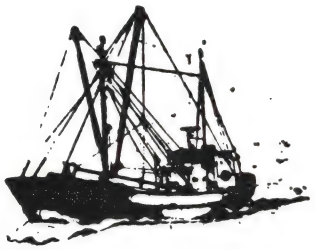

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rediscovery of the air chamber to provide a continuous jet and the improved design of the manual fire pump in 1721, by Richard Newsham, the London pearl button maker, which was to last until the introduction of the steam driven pump in the 19th century. It proved to be in the main private rather than public enterprise which provided the fire brigades to protect the British Isles from the ravages of fire in the 18th and well into the 19th centuries. It was also during this period that firemarks could be seen in profusion virtually throughout Britain and Ireland.

It may well surprise you to know that in the City of Worcester the Norwich Union Insurance Company ran its own fire brigade until as recent as March 1927. Insurance fire brigades it must be acknowledged (in spite of their reputed early shortcoming) became highly skilled and successful fire-fighters.

Firemarks, like stamps, coins and medals, etc., have become highly sought after by collectors and are the natural desire of persons interested in the history of the fire insurance brigades. Even today it is still possible to obtain a good collection of firemarks through auctions, private sales and occasionally from the buildings of origin, although like all antiques their value has increased over the years. Collections can be seen in many museums and there are in existence dozens of private collections.

To bring together people with a common interest in the subject there exists a long established society called the "Fire Mark Circle" with a strong membership from all walks of life both in this country and abroad, whose aim is to bring together persons interested in the origin and history of fire insurance companies, their firemarks and fire brigades, for the purpose of exchanging and recording information and the preservations of relics of the early insurance fire brigades. The Circle regularly publishes Journals and Bulletins that contain items of considerable interest. They also hold regular meetings where specialist speakers are invited and auction sales of firemarks are held. The Secretary will gladly send to anyone interested in joining the Circle details on request to the address below.

Understandably in a short account of this type, it has been possible to touch only upon a very few of the aspects of a subject on which there are a number of works of reference of both popular and a more specialised kind.

Nevertheless, it is hoped that this brief survey has not only proved of interest but that it may induce the reader to delve more deeply into the interesting history of firemarks and their fire brigades.

Don Oliver

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Special Services Reports Submitted to B.H.Q.

Nature of special service
Two dickie birds sitting in the loft.

Action by brigade
One was rescued. One was lost.

B. Div.

Nature of special service
Alarm caused by Rabbit (Nibbles) trapped by ears in cage. Uninjured.

Action by brigade.
Extricated by E.C.F.B. and placed in POT care of owner.

C. Div.

Nature of special service
Parrot on external television aerial.

Action by brigade.
Owner assisted onto roof using 35ft. Ajax. (Painfull).
Remarks. Parrot flew away.

B. Div.

Letter of appreciation
Mrs. L. Crittenden, Billericay.
Magnificent seven
Wickford Fire Station

Dear Gentlemen,

I know the Lone Ranger leaves a silver bullet, but the dirty rubber glove hardly compares! I found it in the garden. I thought of having it stuffed and mounted, but since it seems to be pining for the left one, I decided it would be of more use to you.

Thank you for doing such a grand clean job, everything is now back in working order and I hope that the same thing applies to your chimney rods.

My husband wanted to know how many photographs I had taken of the action!!

I don't think I'll have an action replay . . . Take care of each other you lads. I always did think that firemen are something special. See you on open day. Yours, etc.

Ed. . . . .What's in working order and what did you do with them there Chimney rods??????

ESSEX COUNTY FIRE BRIGADE FB433B(Rev.5/74)

SPECIAL SERVICES REPORT

Div. C Stn. 16 Date 24.1.80 Call No. _____ (Br. Use)

T.O.C. 1220 T.O.A. 1228 M.O.C. Ex. Tel

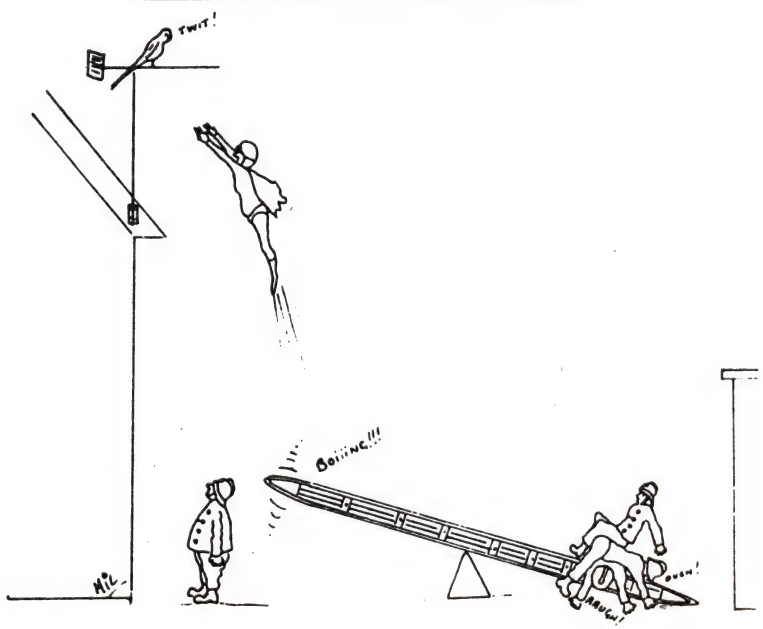
Address 105 Brunswick Road, Southend

Nature of Service Parrot on external T.V. aerial

Action by Brigade Owner assisted onto roof using 35' Ajax Ladder

Appliances P.16 (1)

Remarks (Continue overleaf if necessary) Parrot flew away.



MY YARD

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TIMBER YARD

□□□□□□□□□□□□□□□□□□□□□□□□□□□□□□□□

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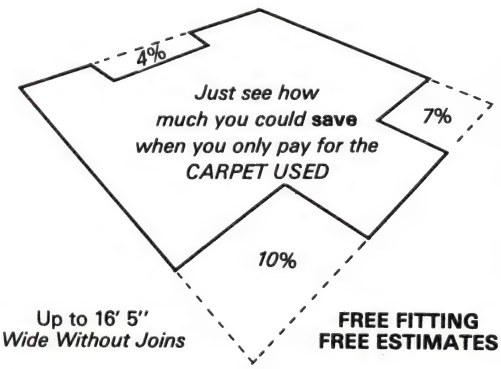

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Terse Verse

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Every fire we go on it's experience gained,
There's Dave, Chris, Brian, Sid and Vic,
Andy, Alan, Calvin and not least Mick.

Alerters go when we get a shout,
Everyone's there, It takes four minutes out,
On to the engine we all climb,
The doors go up, then a race against time.

Off to the call, the crew all goes,
What they'll find nobody knows,
Sometimes it's an accident or a false alarm,
But if it's a chimney it usually does no harm.

All over the county we have been,
But if it's in our high street we attend with seventeen,
If it's a big one the hoses lie rife,
Then we don B.A. to try and save life.

When the call is over, the fire sorted out,
We return to home station and await another shout,
The hoses hung up and left out to dry,
Then we all go home and heave another sigh.

C. P. GOODY, Stn. 57

AN ODE TO BLUE WATCH TILBURY (OR YOU THINK YOU'VE GOT PROBLEMS CONTROL?)
Once upon a time there were 13 riders,
Along came transfers and then we were 10.
10 happy firemen skiving really great,
2 went on annual. Then there were 8.
8 happy firemen playing cards for kicks,
2 went on B.A. courses. Then we were 6.
6 happy firemen hiding in the store,
2 went on outduties. That left 4.
4 happy firemen wondering what to do,
2 junior officers poncing. Then it was 2.
2 angry firemen looking for some fun,
had a petty cheque to cash. That left one.
One bored fireman looking for thrills,
Was so bored, he offered to do drills.
Now you know why you can never find anyone down here!

A. Nonny Mouse

STATION 5 WHERE TIMES IS 'ARD
Oh, happy day! Oh, glory be!
They've sent to us a Rescue P.
Not yet equipped, nor on the run,
But think of all the coming fun.
Of learning how to operate,
equipment new, now ain't that great.

What's this we hear? They want it! Who?
From here to Colchester Tattoo!
And there, at Colchester Tattoo,
They took on a tricky mission,
And drove it on a Bailey Bridge,
And broke the damned transmission!

So back to workshops all the way,
(and all the way was towed).
Then three weeks later to the day,
It came back on the road.
But did we get it? Oh dear, no!
So sadly we relate,
they put the bloody thing on a show,
way out in Harrogate!

And back it came to workshops,
Then on to us, it's true.
But 'twas only for a good clean up,
To take part in a review.
So we're left with some equipment,
But still we've got the hump.
For what good is the equipment,
With no ******* Rescue Pump!

And further more, I have heard tell,
We're short of cylinders as well!
Those of a special kind I hear,
In short supply until next year.
Oh, powers above, please to remember,
THAT I'M RETIRING THAT DECEMBER!

JACK SMITH

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Frightened, who's frightened?

Settling back into the reclining seats, of the 707 and sipping a large brandy, I looked forward to the trip home. It was pleasant to hear the voice of an English pilot after all the introductory talks by various American pilots we had travelled with.

He was in the middle of explaining that we had just reached the point of no return there was a loud crack. The Oxygen mask that we had been told would only descend in an emergency, dangled down in front of our faces. Just ours, everybody elses was still in the housed position. I summoned the stewardess and she called the engineer, minutes ticked by, and then the pilot came to our sets with a "No need to worry" and a smile, he returned to the driving end of the aircraft.

He announced moments later that an elderly person in the rear of the aircraft had a heart condition and he had operated the oxygen mask. "Just in case." That must have relieved the worries of everyone else on the flight. All except two: one, I am not elderly and two, neither is my wife, plus I don't have a heart condition.

Half hour further into the flight and there is a series of bangs and everyone's mask descended "No problem" he remarks casually, "A leak in the bagage compartment, and as a precaution there would be no visiting the loos or any smoking for the rest of the journey."

Suddenly the "Fasten Seatbelts" light clicked on and before the stewardess could explain, we plummeted downwards towards the sea. People who had been a little slow to react to the sign were flung out of their Seats and many hurt themselves on the luggage racks above their heads. The stewardesses were kept very busy and so was I comforting and helping wherever I could.

Next port of call was Gatwick and I grinned a sigh of relief as I looked up into a nearby two bedroomed house and muttered "Nearly down." This was not to be, for without any warning the throttles of the aircraft were opened up to the full, and we soared upwards being compressed into our seats. At the required height we levelled off and again any people who had been foolhardy enough to unfasten their seat belts prior to landing again hit the luggage racks.

Minutes later we were told that there was too much fog and we were making for Heathrow, we didn't hang about there either, flying straight in and landing with a lurch that had my heart in my mouth. As soon as we had stopped the cultured voice said that as soon as he was able he would fly us on to Gatwick, but those wishing to disembark could, as soon as the customs had finished. My car was at Gatwick but I just didn't want the pilot to be given another chance of killing us, so I risked the journey on the conjested roads, I judged my chances of survival just a shade better. . . . . .

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Inexpensive Holidays Abroad

I have just returned from a holiday in Spain run by a local firm of BAZAL INTERNATIONAL TOURS of MALDON and I felt that other members of the brigade and their families could benefit from this short breakdown of this firm.

The resort in Spain is ANTONIO COLONGE COSTA BRAVA and it is an excellent family resort next to the busy town of PALAMOS. COLONGE is not very commercialised resort but gives a very pleasant and quiet holiday atmosphere for all. From the hotel, "HOTEL ROSAMAR," a three star hotel it is only 25 ft. from a clean sandy beach protected by three small breakwaters giving very pleasant conditions for sunbathing, swimming and boating and fishing from the breakwater.

The firm of BAZAL TOURS operate from an office opposite Maldon Bus Station and operate coaches supplied by local firms, ours was a 53 seater coach of Osbourne's of Tollesbury and although this could be improved on, and I was told by BAZAL that this will be done for 1981, the trip was not too uncomfortable. We left Chelmsford Sunday morning for Dover and crossed the channel at 1300 hours and drove through France to Spain arriving at Colonge at 1200 hours our time, 1300 local time and returning to England 13 days later.

The cost of this package this year was only £150.00 per person all in, with full board at the hotel. Service and food at the hotel was excellent and I feel that the total cost was excellent value for money.

For 1981 BAZAL are operating on a weekly departure service from May onwards and are also doing Self Catering apartments at the same resort. The cost for 1981 will be a little dearer, about £180 per person but at the moment the cost is not guaranteed but I have been told that it is not likely to exceed this. This includes all travel and full board at the hotel. This price also varies according to the time of year; July and August being dearer.

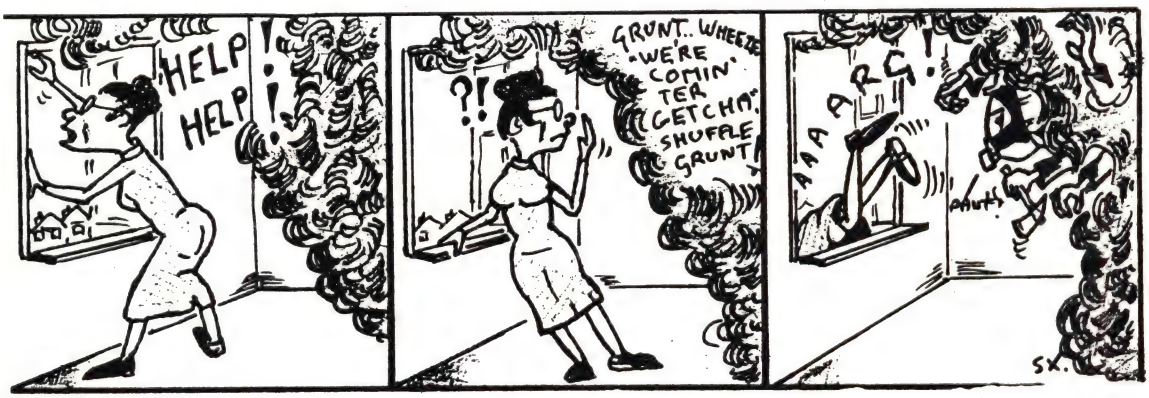
Why not give BAZAL TOURS a call, it could be the answer to your 1981 annual leave problem and if the family all go together there is entertainment for all. I will certainly be going next year and from all the other clients on my tour, the feeling was mutual; everyone was delighted.

Why not try then, it can't do any harm and you could have a good time. Happy hols.

WALLY BLOMFIELD
Green Watch Stn. 48

FIRETOONS

The cartoons on pages 29 and 31 reproduced courtesy South Yorkshire Fire Brigade.



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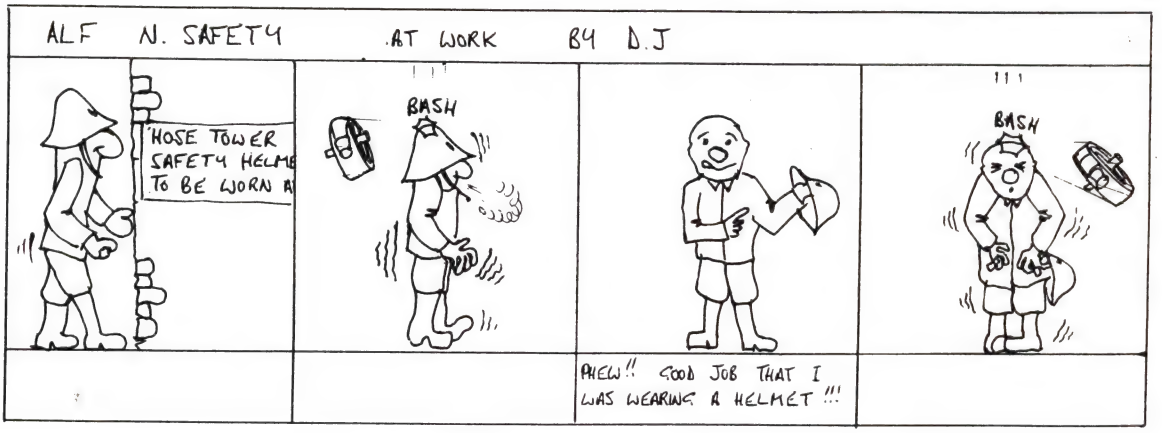
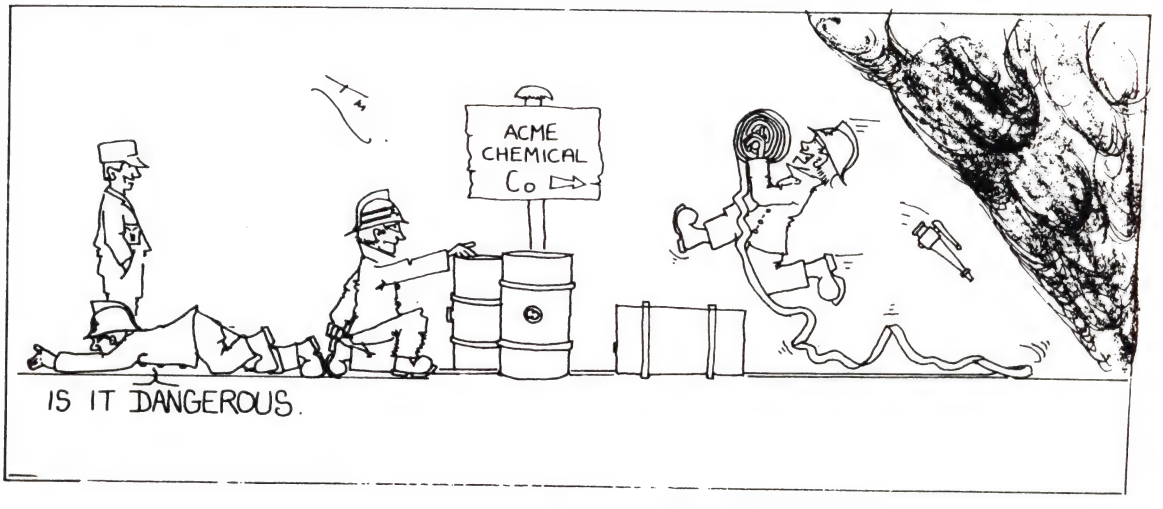


"You'll find my wife slumped over the T.V. set push her off and bring it out."

"Next time you're called out don't forget to nip home for that old mattress we want burned."



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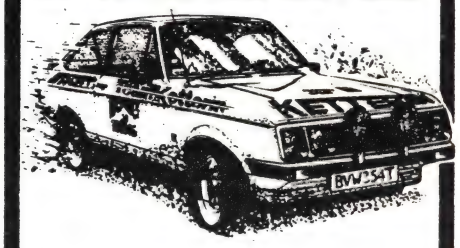

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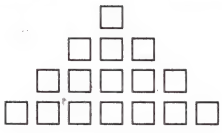

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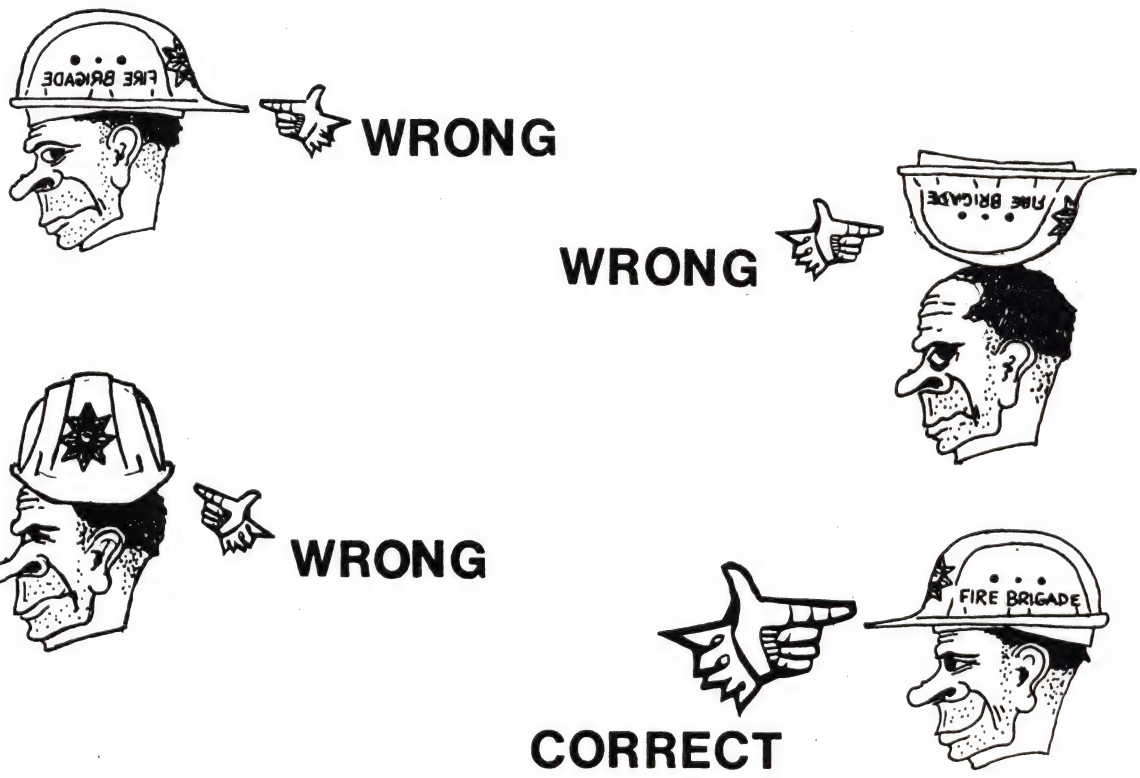
4. Should be of dense construction.
5. The words "INSIDE" and "OUTSIDE" to be clearly marked on the inside and outside of helmet.
6. Helmet unsuitable for nautical use.
7. Wearing is as illustrated on attached diagram.

Signed
H. Q. STAFF



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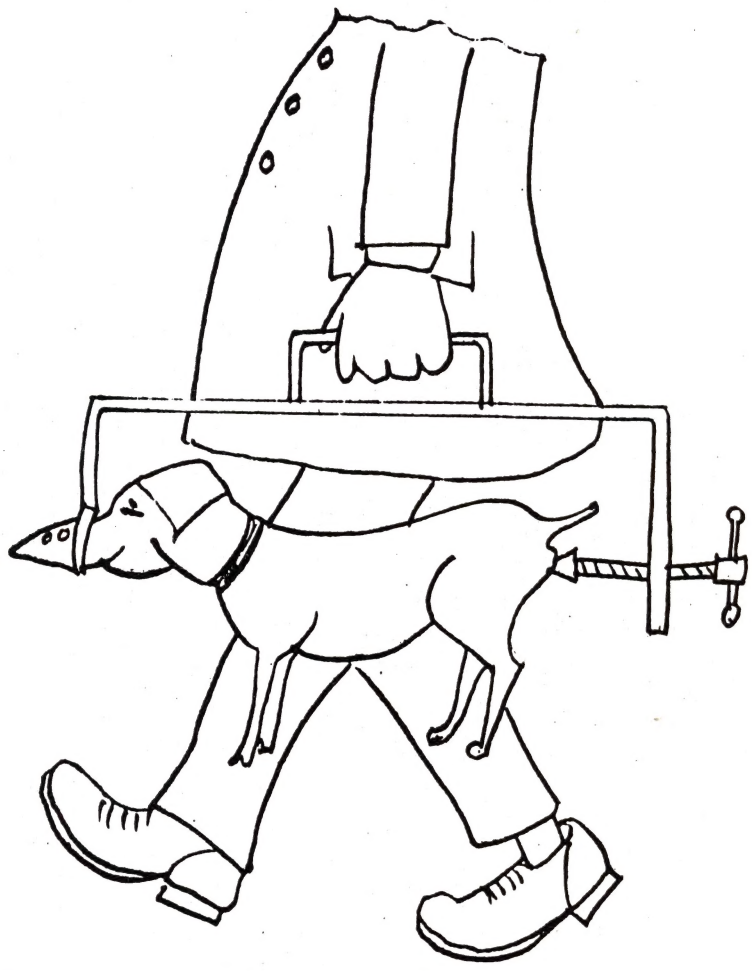
Assembled use of plan on page 11.



Herbal Health

Lemon Balm

A member of the mint family. The juice of the leaves of this herb if applied to a cut, stops bleeding and heals the wound. Steep leaves in wine. Drink the wine and apply the leaves externally to snake bites and scorpion stings. This is said to be a certain cure. A tea made with this cure all herb, is supposed to cure the common cold as it promotes perspiration. It also aids the memory and strengthens the brain, calms palpitations, increases the appetite, aids digestion and circulation. Also eases the agonizing pain for gout sufferers.

To make Lemon Balm Tea, pour one pint of boiling water onto 1oz. fresh Lemon Balm Leaves, infuse for 15 minutes. Allow to cool and strain, add Lemon Juice and sweeten with honey.

A certain John Hussey of Sydenham, who lived to the age of 116 years was said to drink Lemon Balm Tea for breakfast every day.

THINK OF THAT INDEX LINKED!

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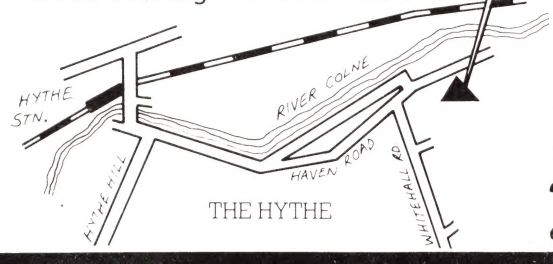

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